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Shipping

JAPANESE FREIGHTER QUARANTINED BEFORE DISCHARGING CARGO

Captain Okamura, master of the Japanese freighter Tokai Maru was ordered to take his vessel to quarantine wharf upon arrival from Moji, Japan, this morning.

Dr. Trotter, in charge of the Federal Public Health service at this port, took steps to give the Japanese steamer a thorough fumigation before permitted the discharge of 4200 tons coal for the United States quarantine-master's department.

It is expected that the Tokai Maru will be released on or about eight o'clock this evening. The freighter is to berth at the naval wharf where the shipment of fuel will be discharged.

The Tokai Maru left Japan on November 20. The steamer is reported to have encountered a strong swell for the greater part of the voyage across the Pacific. It is possible that the vessel will be dispatched to the North Pacific coast following the discharge of coal at this port.

JGlikitat's Skipper Mamee Many Voyages.

Captain Roswell D. Cutler, master of the wrecked barkentine Kilkittat off the coast of Hawaii, is reported to have made many passages between the coast and the islands. Capt. Cutler in the Kilkittat made eighty-six voyages to the Hawaiian Islands, eighteen voyages direct to San Francisco, three voyages to Santa Barbara and five voyages to San Pedro, carrying lumber cargoes from Port Gamble and Port Ludlow. The vessel also made voyages to San Diego with lumber, and on route to Puget Sound, after discharging her lumber in the islands, brought seven full cargoes of sugar to San Francisco, coming north in ballast.

Captain Cutler made his first voyage from Maine to the West Indies in October, 1858, in the schooner Margaret. He was mate of the full-rigged ship St. Mark, operated between New York and New Zealand, and was also in the bark Olustee, which sailed between New York and Australia. He came to Puget Sound in 1871, his first vessels being the barks Camden and Arkwright.

The Kilkittat was built by Simpson & Brothers, of Coos Bay, for the Puget Sound Commercial Company. She was christened the Astoria. When the vessel was purchased by Pope & Talbot in 1886 she was renamed the Kilkittat.

Alice Cooke in Heavy Blow.

The schooner Alice Cooke, Captain Burmeister, twenty-six days from Honolulu, arrived at Port Townsend, Nov. 21. On the 12th she was fifty miles off the cape and was caught in the blow on that date and carried away many miles to the northward. The gale was the severest experienced by Capt. Burmeister during his many years on the Pacific.

When the gale was at its height the masts and the foremast were carried away and the vessel's decks were continually flooded by great seas. The cook rolled so heavily that Capt. Burmeister expected she would lose her masts.

When the gale abated new sails were placed and with adverse conditions she succeeded in beating her way back to the cape, where she was picked up by a tug. She will load a return cargo at Port Gamble.

Schooner H. D. Bendixsen, Capt. Thunnell, twenty-six days from Kailua, arriving Nov. 1, reports a stormy voyage from the time she sailed from the island port until her arrival at Port Townsend. She was also delayed for several days after reaching the cape as a result of the prevailing storms and the failure of tug service. The Bendixsen will load lumber at Port Ludlow for New Zealand.

Hyades is Heavily Laden

It is predicted that when the Matson freighter Hyades arrives at Honolulu this vessel will be found laden to capacity with cargo offered at the Puget Sound ports. The Hyades sailed from Seattle on last Saturday with a big shipment of feed stuff, forage, supplies for the army as well as consignments of lumber destined for several island ports. The Hyades is expected here on or about December 17 according to the present calculations of Castle & Cooke, the local representatives of the vessel.

Skipper May Take a Bride.

Captain Mather, one of the best known deep-sea skippers to regularly make the port of Honolulu is an arrival this morning in his command the bark S. C. Allen. Now comes the story that Captain Mather is here on a two-fold mission.

The rumor that Captain Mather is to take to himself a bride will not do. While offering a mild denial to the soft impeachment, the skipper in the windjammer failed to satisfy the curiosity of the delegation of waterfronters who insisted upon volunteering their pre-nuptial congratulations. The bride-to-be is a popular young lady now connected with one of the local business agencies in this city. With a full shipment of lumber, to

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Wednesday, Dec. 11.
San Francisco—Sailed, Dec. 11, 1 p. m., S. S. Lurline, for Honolulu.
San Francisco—Arrived, Dec. 11, 7 a. m., S. S. Persia, hence Dec. 4.
Port Blakeley—Sailed, Dec. 11, schooner Helene for Honolulu.
San Francisco—Arrived, Dec. 11, noon, S. S. Hilonian from Hilo; Dec. 4, Hana—Arrived, Dec. 10, schooner Defender, from San Francisco.

PASSENGERS BOOKED

Per str. W. G. Hall, for Maui and Molokai ports, Dec. 12.—Blanche Nishard, Leslie Wishard, F. Broadbent, H. Fassoth, D. E. Baldwin.
Per str. Kilauea, for Kona and Kau ports, Dec. 13.—Mr. and Mrs. E. E. Conant, Francis Lyman, Mrs. F. A. Lyman, Master H. Lyman, Miss Arnold, Dr. and Mrs. Goodhue, Miss Goodhue, George Lindley, Stanley Mott-Smith, Ernest Mott-Smith, Miss D. Lidgate, Miss M. Lennox, Miss A. Meyers, Miss M. Meyers, Miss L. Mutch, Andrew Guild, Thos. Guild, Miss M. Taylor, Miss Myrtle Taylor, Miss E. Lidgate, J. Hurd.
Per str. Claudine, for Hilo, via way ports, Dec. 13.—Miss M. Taylor, Miss Myrtle Taylor, Miss O. Lindsay, Miss M. Deas, Miss I. Gibb, Miss E. Gibb, Wm. Hitchcock, J. Chalmers, A. Wadsworth, D. Wadsworth, Miss G. Melnecke, Miss E. Chalmers, Miss A. Chalmers, Miss O. Robinson, Dr. G. W. McCoy, Mr. and Mrs. M. F. C. Macabe, B. S. Aiken, Mr. and Mrs. G. R. Lindsay, Master Lindsay, J. Bishop, F. Witrock.
Per O. S. S. Sierra, for San Francisco, Dec. 14.—W. L. Allman, Mrs. Allman and two children, Miss W. Blackie, H. H. Blood, W. S. Brown, Mrs. Brown, Mrs. Alex. Chalmers, Dr. C. W. Davis, Mrs. Davis, Mrs. A. Duren, Edwin K. Fernandez, J. W. Flynn, Miss Marguerite Flynn, Capt. H. Ford, M. J. Getz, Mrs. M. A. Hebbard, W. J. G. Land, Mrs. Land, W. F. Markham, Mrs. Markham, K. Mayer, Mrs. Mayer, F. Mayn, Mrs. Mayn, Miss A. E. O'Connell, C. B. Reynolds, P. D. Robinson, Mrs. Robinson, F. G. Ruffhead, Miss Kathleen C. Rutman, Mrs. E. A. Rumney, E. Spiegelberg, Miss Sarah Storie, Miss Josephine Storie, Walter F. Sutherland, Mrs. J. H. Taplin, P. H. Watson, S. D. Wilson, Mrs. Wilson.
Per str. Mauna Kea, for Hilo, via way ports, Dec. 14.—L. Gay, E. Gay, R. Gay, Elsie Gay, Mary Gay, C. Baldwin, W. Paris, Aileen Gibb, Ester Gibb, Miss M. Austin, Miss V. Austin, D. Wadsworth, A. Wadsworth, S. Austin, W. Bond, K. G. Bond, Miss M. Renton, Miss E. Renton, E. Baldwin, H. Baldwin, Miss Ethel Paris, Mrs. J. D. Paris, A. Paris, Mrs. E. Aung, Miss Aletta, Miss Madden, Nora Moir, Grita Moir, Herbert Cullen, Miss V. Madden, Miss F. Lidgate, Miss E. Lidgate, G. Moir, Miss C. Reid, Miss M. Forrest, Mrs. G. Wright, E. M. Campbell, Mr. and Mrs. A. Falke.
Per str. Mikahala, for Maui and Molokai ports, Dec. 17.—Miss M. Meyer, Miss A. Meyer, Miss Annie Meyer.
Per str. Kinau, for Kauai ports, Dec. 17.—J. P. Cooke, Mrs. W. M. Vincent, Miss G. E. Vincent.
Per str. Mauna Kea, for Hilo, via way ports, Dec. 18.—Miss H. Robinson, Miss L. Robinson, Miss Jean Pritchard, Miss Maggie Pritchard, Master A. McKenzie, Mrs. H. McKenzie, Mr. and Mrs. H. P. Wood, Miss H. Caldwell, Mrs. J. Marwell.
Per str. W. G. Hall, for Kauai ports, Dec. 19.—Miss A. Grobe, Miss C. Bettencourt, Miss D. Grobe, Miss V. Wenselau, Miss H. Schimmelfening, Miss A. Miller.
Per str. Claudine, for Hilo via way ports, Dec. 20.—Miss S. Kallino, Foster Robinson, A. Robinson, C. Robinson, Miss R. Hansen, Miss M. Christophersen, Mrs. M. H. Puley, Miss I. G. McDonald, Mrs. M. E. Perley.
Per str. Claudine, for Hilo, via way ports, Dec. 20.—Miss Robinson, Mrs. M. E. Perley.
Per str. Kinau, for Kauai ports, Dec. 21.—Miss H. Schemmiffly, Miss J. A. Wilder.

Aerograms

U. S. A. T. Thomas, arrives from San Francisco Friday morning and sails for Manila about Saturday morning.
S. S. Nippon Maru, arrives from San Francisco Friday at 10 a. m. and sails for Yokohama at 5 p. m. same day.

Coffins Concealed Beautiful Maids.

When four Chinese slave girls were captured coming off the Nippon Maru at San Francisco, it was believed that they had been secreted in the coal bunkers during the voyage from Shanghai to that city. Customs Inspector Verney while searching the ship for opium discovered what he believed was the hiding place of the girls. He found in the rice locker on the stowage deck on the starboard side a nook covered with a Chinese coffin, which had been turned upside down and placed in a hole in a pile of mats of rice and concealed by mats of rice piled on top of it.
Parts of crests worn by Chinese women and toilet articles were found under the coffin.
The only person who had a key to the room, according to a statement made by Verney to Deputy United States Surveyor Charles A. Stephens, was the Chinese cook of the steamer, who occupied a room opposite the rice locker with Leung Moon, the Chinese interpreter, under arrest for attempting to smuggle the women into this country.
The matter was taken up for investigation by Special Treasury Agent W. E. Tidwell, with a view of securing evidence that would warrant the arrest and prosecution of the cook.

Hamburg America Line After Coast Business.

SAN FRANCISCO, Nov. 17.—H. F. Dorgeloh, Pacific coast manager for the Hamburg-American Steamship Company, said today that his company would close negotiations in a few days for docking facilities on San Francisco bay for a branch service of steamers between the Pacific coast, the Orient and Europe.
George Geise, the company's Shanghai manager, he said, will arrive here probably next week to complete the arrangements. Dorgeloh's announcement follows a year's investigations made by the company of Pacific coast commercial, hydrographic and dockage conditions. Options have been secured here on a number of possible sites for docks.

Mare Island May Build Navy

WASHINGTON, Nov. 30.—The Mare Island Navy Yard probably will get the contracts to build two fuel oil ships for the Navy authorized by Congress at the last session with an appropriation of \$1,140,000.
The Mare Island and the Brooklyn yards have submitted preliminary estimates of the cost of building the two ships to the Navy Department and the Mare Island estimate is the lower.
The act requires that at least one of the ships be built on the Pacific Coast. Because the Mare Island bid is the lower for the two ships, the contracts for both vessels may go to San Francisco. The exact figures of the bids are withheld by the department.

American Sailor Murdered At Shanghai.

SHANGHAI, November 18.—As the result of a brawl in the Hongkong quarter last night an American sailor named Willis, belonging to the U. S. S. Peinbow, was stabbed, and death ensued.
The alleged murderer in one of a party of Dutch sailors from the cruiser Holland, but at present there is only circumstantial evidence which does not fix the guilt upon an individual.
An inquest has been opened and adjourned.

Burned Cargo To Gain Port.

The British steamer Lord Curzon, before reported at Yokohama in distress was short of coal. The steamer, bound from Puget Sound to Moji, had emptied her bunkers in the fight with bad weather encountered all the way across. To keep up the fires part of the cargo was sacrificed. The Lord Curzon arrived at Yokohama under its own power, and was not towed in as first reported, but the fires in the furnace were made from Oregon pine and not from black diamonds.

Fish Clog Pumps And Vessel Stops.

PHILADELPHIA, Dec. 1.—Captain Crossley of the British steamship Caracas, which arrived here today reported at the Maritime exchange that the ship had been delayed in the straits of Magellan because the pumps became clogged with hundreds of live fish. The vessel was nearly put out of commission, according to Crossley. So great was the danger of delay in that vicinity, with more and more of the fish surrounding them at every turn that Captain Crossley ordered the fish fed.

MAN WHO BROKE THE BANK AT MONTE CARLO

PARIS, Nov. 22.—Charles Wells, alias Luciene Rivere, James Burns and De Vilo and known also as the man "who broke the bank at Monte Carlo," was sentenced today in the correctional court to a term of five years in prison and to pay a fine of \$800 for fraud. Wells was arrested at Falmouth, England, in January of this year for a bucketshop swindle in Paris, out of which he is said to have realized one million francs (\$200,000). His scheme was to promise to pay investors one per cent per day on all sums of money deposited with him. When he had secured a large amount from the victims he decamped. Previously Wells had purchased a magnificently fitted steam yacht and it was on board this vessel in Falmouth harbor that he was arrested. Later he was brought here for trial. Wells is credited with a trick breaking the bank at Monte Carlo in the early thirties. Two of his coups were made in one day. His winnings were said to have been about \$250,000.

PASSENGERS ARRIVED

Per str. Claudine from Hawaii and Maui ports.—Mrs. Hasarawa, Miss Hasagawa, Miss Mary Alexander, Mrs. L. Williams, P. Wallace, J. Morris, Ed. Miner, Mrs. Puahl, Mrs. K. Kupu.

Mrs. W. F. McConky, Mrs. M. Roberts, Mrs. J. Jossin, C. B. Kinney, Miss Darling, Rev. J. Kekipi, Tam Chong, Cecil Brown, A. S. Peters, Mrs. W. L. Field, K. Hiroka, S. Agerawa, Miss M. Shaw, Mrs. Smith, 48 deck.
Per str. W. G. Hall, from Kauai ports.—P. Berg, P. Gomez, D. Gomez, L. P. Boreiko, Ed. Fernandez, Mrs. J. Smith, Mrs. Pekao, A. D. Hills, Mrs. Hills, Mrs. M. Erhart, Miss G. E. O'Connell, K. Hopper, 36 deck.

DIVERS BATTLE IN SUNKEN SHIP

Trapped like rats in the hold of the Pacific Mail steamer Newport when for the second time the vessel took a plunge to the bottom after being raised by the wreckers at Balboa six weeks ago, four divers fought against great odds for an hour and were finally raised to safety by their companions who stood by, says the Examiner. Details of the raising of the Panama liner and the thrilling feat of the imprisoned divers was received in a communication received from Captain Logan of the London Salvage Association, who, in command of the salvage steamer Salvator, was in charge of the work.

After months of work the vessel was raised to the surface and the water pumped out. Water kept flooding into the ship so fast that the pumps could scarcely keep her afloat, so the divers were sent into the hold to locate the leaks.

As the four men were crawling around the ship's bottom the vessel took a sudden plunge and settled to the bottom in 20 feet of water.
As the Newport listed to one side in settling some of the freight tumbled about and cut off the avenues of escape to the deck. The air had been supplied to the divers from the Salvo lying alongside and the toppling freight did no damage to the hoisting.

While the air pumps were kept going steadily the imprisoned men managed to remove the freight which lay between them and safety and when Captain Logan and his men had given up all hope of their rescue made their appearance.

The divers reported that at one time they were confronted by a huge net of barbed wire, which had to be bridled carefully, for if metal bars had torn one of the divers into the wearer would have been drowned.

LORD COWLEY'S SON APPEARS AS AN ACTOR ON THEATRICAL STAGE

LONDON, Nov. 28.—New York will soon have an opportunity of seeing the son and heir of a British peer in musical comedy. Viscount Dangan, eldest son of Lord Cowley, who worked for a short time as a scene painter and is now in the chorus at the Gaiety theatre in "The Sunshine Girl," has extracted a promise from George Edwards of a small part in the new English company to visit America.
Lord Dangan is known as the "Waltzing Viscount," just as the Earl of Yarmouth is nicknamed the "Dancing Earl." Lord Dangan is, however, by far the better dancer of the two. He is in great demand among the Gaiety girls as a partner at the theatrical charity balls, which the chorus girls always attend in large numbers.
Mr. Edwards recently raised Lord Dangan's princely salary from \$10 to \$12 a week. The young man takes his profession very seriously and has enough talent to take a musical comedy part, although his singing powers are not great. On the program he is known as Arthur Wellesley.

The meeting of the Honolulu Ad Club will be postponed this week because of the holiday season.

MISS LAMBERT NOT EATEN BY SHARKS

A report reached Honolulu some weeks ago that a former Honolulu girl, Miss Lambert, had been eaten by sharks in the Philippines. The report appears to have been exaggerated, according to a news dispatch from Hilo to a Manila paper, which says:
Sr. Fernandez, head of the Tabacalera here, and Dr. Hall of the Protestant Mission have returned with the launch on which they went to Escalante for the bodies of Miss Lambert, Captain Menz, and the Spanish officers, in case they were found. The bodies of the men, however, have not been discovered, although a thorough search was made, and it is thought they floated to sea or were devoured by sharks. The remains of Miss Lambert were brought back and the funeral services are being held now at Pentecost Protestant Chapel, from where the remains will be taken to the American Cemetery between here and Jaro, for interment.
Although all jewelry that was known to have been worn by Miss Lambert was missing when the body was returned, it is believed that possibly it was removed by those in authority in Escalante, although it is, of course, possible that ghouls robbed the body while it was lying on the beach.

It now seems that there was some trouble on board the Tayana before she was sunk, the chief engineer pleading with the captain to return to San Carlos; and it also appears that a number of the crew did cut loose a raft of life-preservers and attempted to make shore thereon, but it broke up with them, although a number succeeded in reaching safety. To just what extent this trouble went may never be known, but it is now easy to explain the wild rumors of his exhibition, throughout Japan.

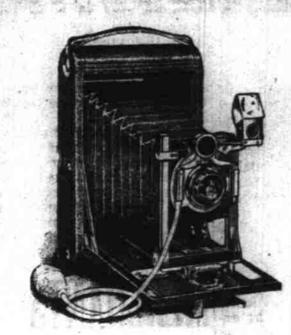
SOLDIERS PROTEST

(Continued from Page 1)
officer of the post. Why did not these reformers make reports of such cases if they knew of them, for they must surely know that such an offense (por shrudu-thig at embij) sr) ahem would be severely punished if reported to the proper authority. Again, if such men had been arrested by the civil authorities, it would have been known at the post, for a report of the case and charge would have been forwarded to the commanding officer. I hope that the public will join with us, and help save the good name of the soldier and the army."

It was stated at department headquarters this morning that the records did not show the case of any soldiers implicated in rape or seduction cases. The Kamehameha Schools maintains a military organization, and has the services of a regular army officer, detained by the war department, to instruct the cadet battalion in military science.

Strange Craft Skims Waters of North China

A half million Chinese, residing in the vicinity of Shanghai, displayed intense interest over the maneuvers of the American aviator, W. B. Atwater, who at the time of the Pacific Mail liner Korea's departure from the North China port was conducting a series of sensational flights over the water and in the air in a new type of Curtis Hydro-aeroplane. Atwater, who passed through Honolulu months ago in provided with a number of machines of modern manufacture. He is said to have been very successful in his exhibition, throughout Japan.



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(JAS. H. LOVE)

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